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**SOUTH NATOMAS COMMUNITY PLAN**

Prepared by:

Blayney-Dyett and City Staff

Adopted by City Council Resolution 86- on January 28, 1986



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## OVERVIEW

South Natomas, situated at the northern edge of urbanized Sacramento, is subject to sometimes conflicting pressures -- a strong demand for close-in housing, opportunity for large-scale office parks at a highly visible and well-defined entrance to downtown, and the desires of South Natomas residents to protect and enhance the residential character of their community. The 7.7 square-mile planning area has almost 16,000 residents, and a wide range of housing types, ages, and prices, yet 45 percent of the planning area is in agricultural use or is vacant.

The 1978 South Natomas Community Plan (SNCP) envisioned a high density, transit-oriented, residential community with a small amount of office space serving only local needs. By 1982, expectations had changed and plan amendments added 2.4 million square feet of office park adjoining either side of the I-5 freeway.

## PROCESS

After a series of community meetings in early 1984, a Draft Plan and accompanying Draft EIR were distributed for public review. Public hearings on the Plan commenced with the City Planning Commission in February 1985 followed by the City Council through December 1985. The South Natomas Community Plan was adopted by the City Council in January 1986 and revises and updates the 1978 South Natomas Community Plan and the 1974 City of Sacramento General Plan.

## PLAN HIGHLIGHTS

The Plan adds 17,450 housing units to the current 7,500 units, accomodating a total of 61,000 persons at buildout. The allowable housing units provide for a mix of housing types. West of Orchard Lane, residentially designated acreage is reserved for primarily low density residential development. New parks, consistent with the City's park acreage standards, include prominent sites intended to contribute to community quality, much as McKinley Park or William Land Park have helped establish the character of older sections of the City. Twelve schools, including a high school, are shown. Two community and six neighborhood shopping centers will offer choice, but the Plan is committed to maintaining the vitality of the Northgate Shopping Center and adjoining commercial area as the dominant community business district.

Office/business park employment in South Natomas will reach 25,000 under the Plan. The SNCP includes 6.4 million building square feet of office/office park and business park uses primarily located along I-80 at Northgate Boulevard, I-5 and Northgate Boulevard. Office/business park locations are selected to take advantage of freeway visibility, to avoid disrupting residential areas, and to minimize pressure on potentially congested intersections.







## LAND USE

### GUIDING POLICIES

- A. South Natomas shall develop as a high quality mixed-use community, providing locations for residential, commercial, office and business park land uses designed to enhance neighborhood and plan area identity with an adequate level of supporting public facilities and services.
- B. With the exception of senior housing projects, plan amendments shall be discouraged through 1986.

### IMPLEMENTING POLICY

- C. To ensure a high quality of development, projects shall develop as planned unit developments.

The Community Plan Map on the following page illustrates an arrangement of land uses and a street system to serve those uses at full development -- expected to occur within 10 to 20 years. Boundaries between land uses are specific at some locations (as along Northgate Boulevard) and schematic at others (as West of I-5 where some street alignments have not been set and use designations do not follow property lines). Circles are used to indicate the approximate locations of school and park sites not yet reserved, except for three park sites that are located on major streets to serve as elements of community urban design. Determination of the consistency of a project proposal with the plan must be derived from both the map and the text. Tables 1 and 2 summarize land uses under the Plan.

### LAND USE CLASSIFICATIONS

The following descriptions are extensions of the Community Plan Map legend.

#### Residential

Residential classifications set a maximum average number of units per net acre (excluding public streets) within a specified density range. The ranges are the net density standards applied Citywide by the City of Sacramento for residential acreage excluding public streets and non-residential uses such as parks and schools.

The density on a portion of a project site may be anywhere within the designated range, as long as the average density per acre of the whole site does not exceed the maximum average established by the residential land use classification. Where mixed dwelling types are prescribed (see below) some portions of large sites designated medium, medium-high or high density will have to be developed at less than the maximum average in order to meet requirements. Appendix A illustrates the variety of dwelling types described.

Mixed Dwelling Type Requirement: The plan sets a 200-unit limit on multifamily clusters to avoid the neighborhood residential scale and crime problems sometimes associated with large, multifamily complexes. To achieve a

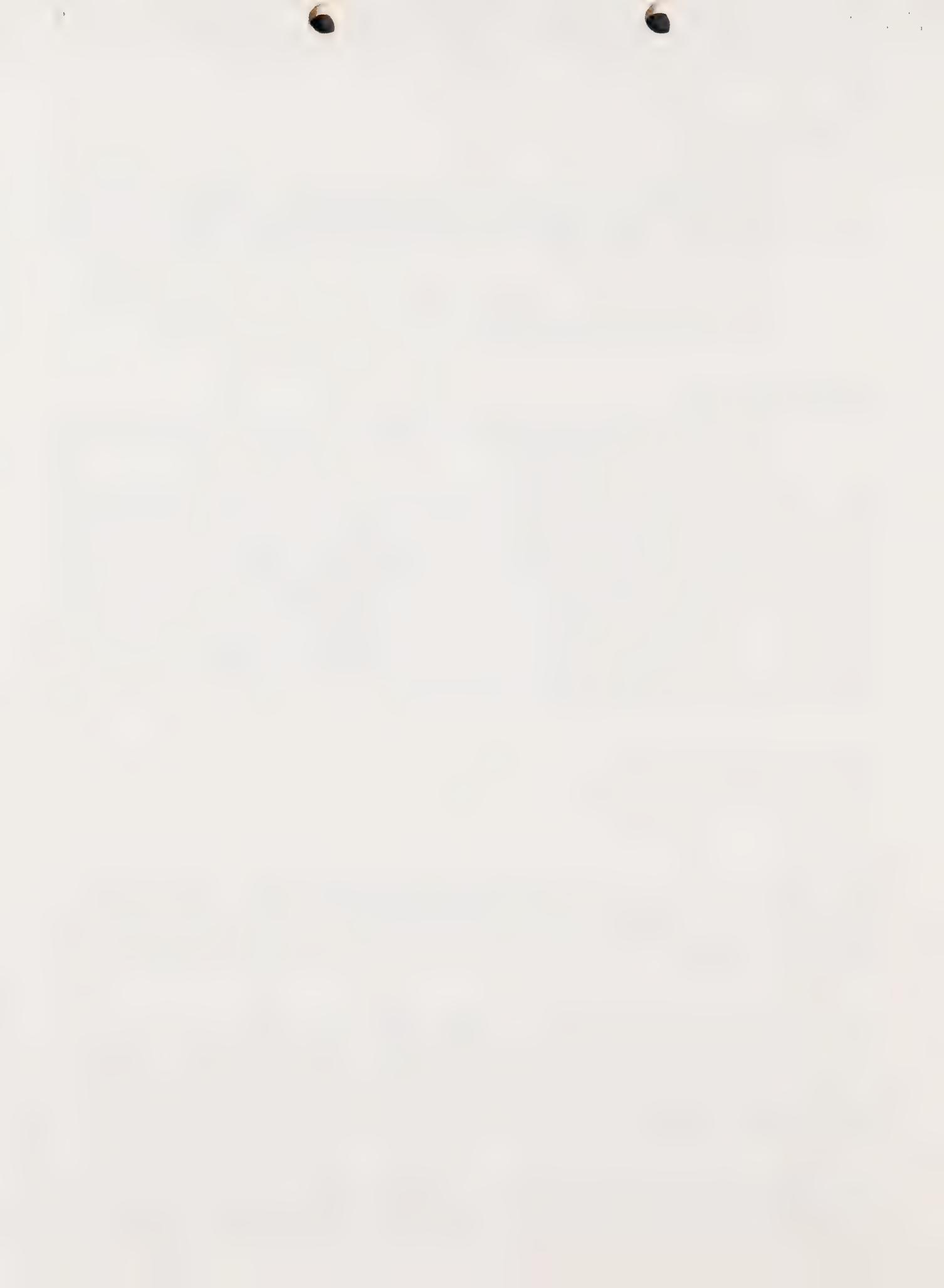


FIGURE 1

SOUTH NATOMAS COMMUNITY PLAN

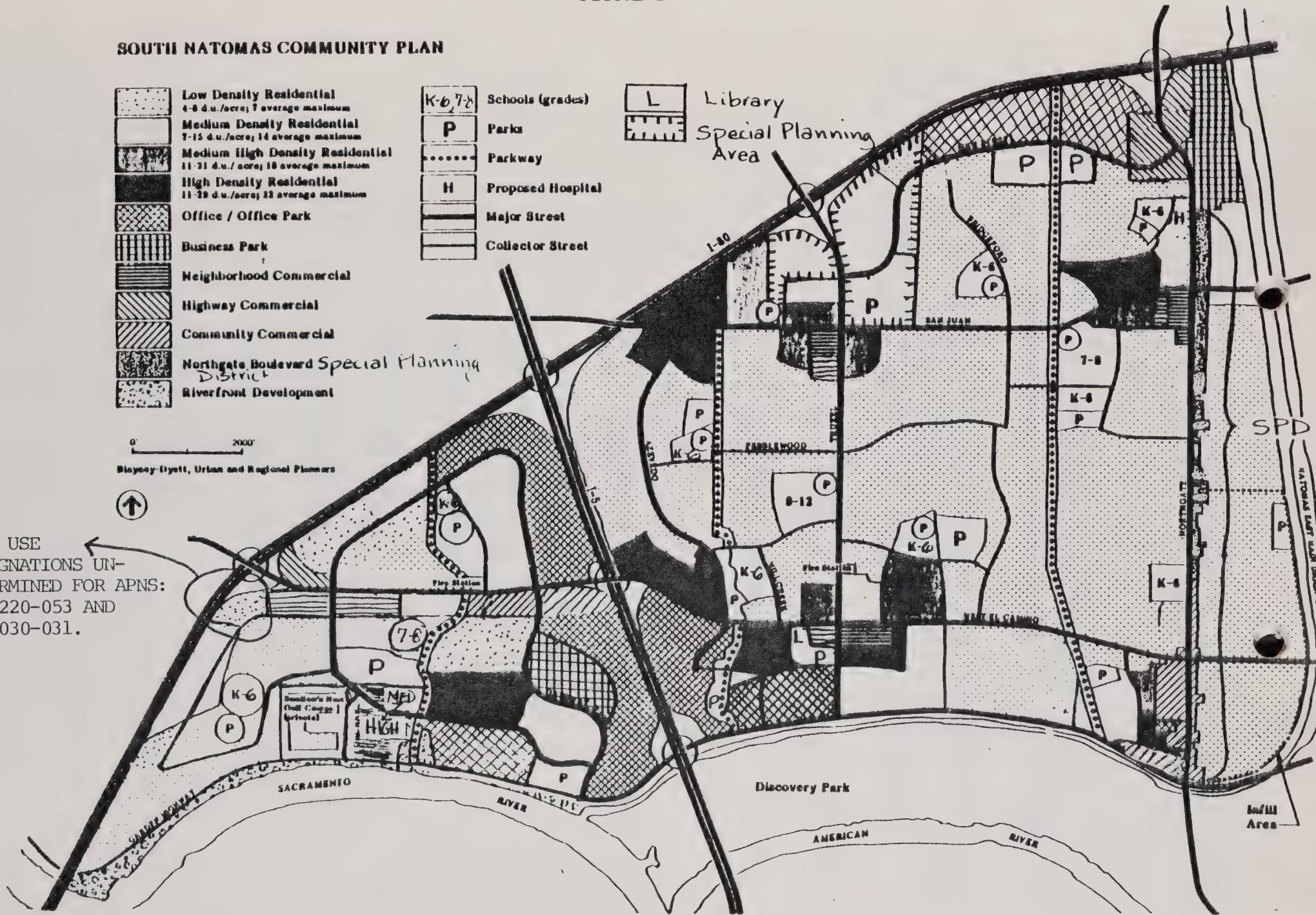
Low Density Residential	4-8 d.u./acre; 1 average maximum
Medium Density Residential	7-15 d.u./acre; 14 average maximum
Medium High Density Residential	11-21 d.u./acre; 18 average maximum
High Density Residential	11-29 d.u./acre; 22 average maximum
Office / Office Park	
Business Park	
Neighborhood Commercial	
Highway Commercial	
Community Commercial	
Northgate Boulevard Special Planning District	
Riverfront Development	

K-6, 7-8	Schools (grades)
P	Parks
.....	Parkway
H	Proposed Hospital
Major Street	
Collector Street	

0' 2000'  
Blaney-Dyett, Urban and Regional Planners



LAND USE  
DESIGNATIONS UN-  
DETERMINED FOR APNS:  
225-220-053 AND  
274-030-031.



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visual break and avoid architectural monotony, at least one street shall separate multi-family projects; variety of architectural style and of exterior construction materials shall be promoted; and single-story multi-family units shall be placed adjacent to existing, designated or zoned single family residential and along streets.

Low Density (Four to Eight Units per Net Acre): Maximum average density is seven units per net acre (5.6 units per gross acre). Detached and zero lot line units (including patio homes, duplexes and halfplexes) are within this designation. Most of South Natomas' older residential areas fall within this density range.

Medium Density (Seven to 15 Units per Net Acre): Maximum average density is 14 units per net acre. The range allows duplex, zero lot line, patio home, townhouse, and garden apartment development. American River Village on Northview at Graden Highway has 14 units per acre; most of Delta Point, south of West El Camino east of Truxel, is being developed at medium density.

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TABLE 1  
SOUTH NATOMAS LAND USE

Residential

Low Density	12,929
Medium Density	5,558
Medium High Density	2,898
High Density	3,564
TOTAL UNITS	24,949

Office/Office Park 5,227  
(000's of square feet)

Neighborhood Commercial 667  
(000's of square feet)

Highway Commercial 514  
(000's of square feet)

Community Commercial 565  
(000's of square feet)

Business Park 1,188  
(000's of square feet)

Mixed Use 27  
(Acres)

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TABLE 2  
SOUTH NATOMAS LAND USE (ACRES)

Residential

Low Density	2,004
Medium Density	397
Medium High Density	161
High Density	162
<b>TOTAL RESIDENTIAL</b>	<b>2,724</b>

Office Park 377

Business Park 77

Neighborhood Commercial 54

Community Commercial 53

Highway Commercial 42

Mixed Use 27

Public 138

Parks 286

Medium High Density (11 to 21 Units Per Net Acre): Maximum average density is 18 units per net acre. Examples of medium high density development are Discovery Commons at the northwest corner of Truxel and West El Camino (16 units per acre) and Pheasant Creek on the north side of West El Camino and east of Truxel (17.4 units per acre).

High Density (11 to 29 Units Per Net Acre): Conventional apartments fall into the high density designation. Maximum average density is 22 units per net acre except on pre-existing parcels of two acres or less where 29 units per acre are permitted. The Discovery Park complex at West El Camino and I-5 is in the high density range (22 units per acre) as are the Smoketree Apartments (19.25 units per acre) at the west end of San Juan.

Office/Office Park/Business Park

Office/Office Park: This designation applies primarily to large-scale developments near I-5 and I-80 with buildings of 40,000 square feet or larger. Smaller office areas on or near Northgate Boulevard have no minimum building size.

Business Park: High technology industrial research, development, and assembly with up to one-half of total floor area in general office space.



Retail-Commercial

Neighborhood Commercial: Shopping center anchored by a supermarket; also, stores meeting daily needs of immediate neighborhood area.

Community Commercial: Shopping center, including supermarket and superdrug or superhardware; also, restaurants, entertainment, automobile services.

Highway Commercial: Hotels, motels, restaurants, and service stations.

Special Use

Northgate Boulevard Special Planning District: Retention of viable community commercial. Other land uses undetermined at this time.

Riverfront Development: Residential; marina; restaurants.

Fong Ranch Special Planning Area: Residential land uses subject to re-evaluation.







## POPULATION AND HOUSING

### GUIDING POLICY

- A. Provide housing of varied types, densities and prices, arranged to enhance neighborhood identity, to create and maintain environments suited to child rearing, and to avoid visual monotony.
- B. With the exception of senior housing projects, discourage plan amendments until 50 percent of the theoretical units of the plan area have been built. Evaluate the City's ability to provide public services and facilities and the Plan area's traffic capacity prior to granting plan amendments for increased residential densities.

### IMPLEMENTING POLICIES

- C. Establish density designations based on the assumption that most projects will be approved near the maximum permitted.
- D. Limit the size of multifamily clusters to 200 units separated from other multifamily clusters by at least one street. Promote architectural variety and varied exterior construction materials on adjacent clusters and the placement of one story multi-family units adjacent to single family development and as a visual break along streets.
- E. Require three or more housing types in residential projects of 30 gross acres or more and two or more housing types in projects of 20 to 29 gross acres.
- F. Maintain single-family residential dominance east of the I-5 Freeway.
- G. Preserve the low density character of Gardenland but encourage use of deep-lot regulations or infill incentives on large parcels in order to use the land more efficiently.
- H. Take maximum advantage of the Sacramento River's potential to enhance the quality of a residential community by reserving land near the river north of Garden Highway for residential development.
- I. Encourage the location of elderly housing in close proximity to transit, medical services and neighborhood shopping centers.
- J. Encourage, promote and assist in developing housing which meets the needs of the elderly.
- K. Seek ways to encourage developers to include low and moderate income units in new housing developments.
- L. Notify potential homeowners and residents of South Natomas of the overflights by aircraft serving Sacramento Metropolitan Airport via an aviation-noise easement granted to Sacramento County as a condition of approval of PUDs, tentative maps or special permits to develop residential units in South Natomas.



M. Encourage the use of alternative measures of noise attenuation to avoid a sound wall along the freeways and to achieve a more aesthetic landscaped corridor.

#### POPULATION AND HOUSING TRENDS

South Natomas has been one of Sacramento's fastest-growing areas in the past decade, with the highest annual growth rate among the City's 10 communities from 1975 to 1980. From 1970 to 1980, South Natomas' population increased by 50 percent, as compared with an 8 percent increase in the City's population during the same period. Housing additions in South Natomas, South Sacramento and the Pocket have accounted for 75 percent of the City's new units during the 1980s.

More than 70 percent of the 7,500 housing units in the community were built after 1970. Despite the relative newness of the area, the 1980 census data showed demographics similar to those of the City and County (see Table 3).

TABLE 3  
SOUTH NATOMAS AND SACRAMENTO POPULATION CHARACTERISTICS  
1980 CENSUS

	<u>TRACT 044 (EAST OF NORTHGATE BOULEVARD)</u>	<u>TRACT 064</u>	<u>COUNTY*</u>	<u>TOTAL</u>	<u>CITYWIDE TOTAL</u>
Total Population	2,552	8,533	124	11,209	275,741
Total Households	1,018	2,841	55	3,914	112,859
Median Age	33.8	27.2	N/A	28.7***	31.5
Age by Gender					
Male	31.8	27.2	N/A	28.2***	30.4
Female	35.8	27.2	N/A	29.2***	32.6
Race					
White	1,773	5,617	104	7,494	186,477
Percent	69.5	65.8	83.8	67	67.6
Black	18	615	0	633	36,866
Percent	0.7	7.2	0	5.5	13.4
Other	761	2,301	20	3,082	52,398
Percent	29.8	27	16	27.5	19
Spanish Origin***	939	2,293	7	3,239	39,161
Percent	36.8	26.9	5.6	22.9	14.2
Median Household Income	\$8,658	\$21,491	\$22,208	\$18,250	\$14,604

\* County totals for South Natomas are estimates, derived from a larger census area and based on population distribution.

\*\* Total excludes any data for the County.

\*\*\* Persons of Spanish Origin may be of any race.

SOURCE: Jones & Stokes Associates, Inc.



Since 1980, the population is estimated to have increased by 4,700, bringing the South Natomas total to approximatley 15,900. At build-out in accord with the Plan, the community will have almost 25,000 housing units. Table 4 presents a breakdown of housing units by type and projected population at build-out. Annual housing absorption is projected at 1,100 to 1,200 units, resulting in a 15 to 18 year build-out period.

TABLE 4  
SOUTH NATOMAS POPULATION AT BUILD-OUT

DENSITY/UNIT TYPE	NO. OF UNITS	% OF UNITS	ASSUMED HOUSEHOLD	
			SIZE	POPULATION
Single Family	12,929	52	2.9	27,494
Medium Density	5,580	26	2.5	13,950
Medium High Density	2,898	12	1.6	4,637
High Density	3,564	10	1.6	5,702
<b>TOTAL</b>	<b>24,949</b>	<b>100</b>		<b>61,783</b>

#### HOUSING COST AND AFFORDABILITY

The market survey found new housing prices in South Natomas to be higher than in South Sacramento and North Sacramento, and lower than in the Pocket. New single-family homes average from \$70,000 to \$90,000. Condominium prices start at \$35,000 for a 340-square-foot studio and \$63,000 for a two-bedroom unit. Rents in the 520-unit Smoke Tree Apartments on San Juan are \$300 to \$400 per month.

Most first-time buyers at or below median household income cannot afford new homes in South Natomas. All of South Natomas within the City limits is identified in the Housing Assistance Plan and Program for the City as a priority location for either new or rehabilitated low-income housing. The Gardenland neighborhood is designated as high priority for all types of rehabilitation and scattered site and mixed income construction while the remainder of the community is designated as "suitable for new housing of all types". The Community Plan does not include policies for target shares or location for production of new low/moderate-income housing independent of the City's Housing Element, but availability of land for development at medium high and high density makes development of low/moderate-income units possible. South Natomas is expected to add "affordable" housing if mortgage rates and subsidy programs enable affordability to be attained in the Sacramento Metropolitan Area.

#### PRESERVING CHARACTER OF SINGLE-FAMILY NEIGHBORHOODS

Currently, 80 percent of South Natomas housing is single-family units. Under the Plan, the proportion at build-out will be 52 percent.

Two principles have been used in locating higher-density housing:



- o Avoid large concentrations of medium to high density housing.
- o Avoid access through single-family areas.

#### MIXED DWELLING TYPES AND VARIED SITING REQUIREMENTS

The plan establishes a 200-unit limit on multifamily clusters that do not have separate lots, each with street frontage, for two reasons:

- o Large multifamily projects tend to alter the visual scale of a neighborhood.
- o Large projects have proven more vulnerable to crime because of the inability of residents to know and recognize neighbors and the extensive, ill-defined semi-public space these projects typically include.

The requirement for separation between multi-family clusters is at least one street. In addition, a variety of compatible architectural styles and varied exterior construction materials is encouraged on adjacent complexes. To further the visual break, single story structures are required adjacent to existing, zoned or designated single family developments and to streets.

Large areas of uniform development at any density are discouraged. Three or more different housing types are to be provided in low density projects comprising 30 or more gross acres and two or more housing types are to be provided on projects comprising between 20 and 29 gross acres. The different housing types are described in Appendix A.

The project review process should give attention to the relationships among structures within a project and on adjoining sites. Dwellings should have varied setbacks from streets, varied entry orientation, and differing building forms and heights as necessary to avoid monotony without creating a chaotic streetscape.

#### HOUSING ADJOINING FREEWAYS

Without shielding, freeway noise exceeds the City's allowable standard for residential development (67 Ldn) to a distance of about 500 feet from the outer lane. This is a reason to locate nonresidential uses along freeways, but there is not enough demand for nonresidential use in the metropolitan area and not enough traffic capacity in South Natomas to allow application of this principle in all cases. At some locations, the choice is between single-family or higher-density housing next to a freeway.

Most Sacramento single-family homes are single story and can be effectively shielded by sound walls that reduce noise levels by 10 decibels, subjectively perceived as a halving of volume. Multifamily housing typically cannot have a solid wall blocking the direct line between the noise source and upper story windows, and thus requires mechanical ventilation to allow windows to be sealed. Balancing this point is the opportunity for multifamily site planning that places parking and open space next to the freeway and bedrooms at greater distance than on single-family lots. Also, multifamily occupants often are more willing to accept higher noise levels because they do not expect to be



long-term residents at that location. Policy language in the plan encourages alternate sound attenuation methods through innovative site design and landscape techniques.

Where freeway and housing are near the same ground elevation, allowing noise walls that can effectively shield first stories, there is no compelling reason to prefer one housing type over another, and the plan designates areas adjacent to I-80 for both single-family and multifamily development.

#### GARDENLAND COMMUNITY DEVELOPMENT BLOCK GRANT AREA

The Housing Element identified Gardenland as a Community Development Block Grant (CDBG) target area in need of replacement of low/moderate-income housing and major rehabilitation and/or minor repair. The neighborhood is one of five target areas receiving CDBG funds through the Sacramento Redevelopment Agency. A target Area Committee (TAC) made up of Gardenland residents is working with Redevelopment staff and has developed the following priorities for the use of CDBG funds: neighborhood cleanup and housing rehabilitation; installation of a traffic signal at American Avenue and West El Camino; and renovation of the Stanford Settlement. The housing rehabilitation program now in effect applies only to the 55 percent of Gardenland's units that are owner-occupied (1980 census).

Gardenland, developed largely in the 1940s and early 1950s, is characterized by small, single-family homes on deep lots. There is an unusual amount of private open space in the neighborhood, giving it an almost rural feeling despite a number of multifamily dwellings. Gardenland homes are small, with a significant number needing rehabilitation.

While a number of infill parcels are vacant, only one large Gardenland parcel, in the block between Winterhaven Avenue and Senator Avenue, remains undeveloped. It is designated for low density development. Further north is South Natomas' only mobile home park. With the exception of a riding stable and a few small grocery stores, commercial activity in Gardenland is limited to the east side of Northgate Boulevard. The plan designates an infill area to encourage use of the City's infill development ordinance.

#### INFILL DEVELOPMENT INCENTIVES

##### Deep Lot Regulations

The City has a deep lot ordinance allowing construction of additional units on sites zoned R-1 and R-2, that are over 160 feet in depth. The ordinance specifies a minimum lot area of 5,200 square feet in an R-1 zone. For each additional 5,200 square feet of lot area, the deep lot ordinance permits one additional dwelling unit. All additional units must be single-family detached or duplex units of at least 700 square feet.

With the deep lot ordinance, intensification of residential use in Gardenland could occur without rezoning. For example, a half-acre lot over 160 feet deep zoned R-1 would require 5,200 square feet for the existing unit, and, provided requirements for access could be satisfied, the remaining 17,000 square feet could accommodate as many as three additional units. However, subdivision of parcels is encouraged whenever possible. Deep lot development is approved by a Planning Director's special permit.



### Infill Incentive Regulations

The Planning Commission has discretion to determine whether or not a parcel qualifies as an infill site based on a City checklist. Potential sites are vacant residential parcels of not more than five acres in single-family zones and not more than two acres in multi-family zones which are surrounded on at least three sides by development or that are within an infill area designated by a community plan.

A half-acre lot zoned R-1 that qualifies as an infill site would accommodate four units based on the minimum lot area per unit of 5,200 feet, and under the Infill Incentive Program, the Planning Commission may approve a density bonus of up to 25 percent, allowing five units. State law requires a density bonus of 25 percent if 25 percent or more of the units are affordable to households of moderate income or 10 percent or more of the units are affordable to low income households. The affordability bonus can be added to the infill bonus, so that the total bonus could reach 50 percent, allowing six units.



## OFFICE PARK/BUSINESS PARK

### GUIDING POLICIES

- A. Extend area designated for office parks along freeway frontages west and east of I-5 consistent with potential traffic capacity and preservation of residential dominance of developing neighborhoods.
- B. Do not increase general purpose office park area east of I-5.
- C. Do not increase business park area in South Natomas.
- D. Discourage plan amendments for additional office/business parks until 50 percent of the office/business park building square footage in the plan area has been built.

### IMPLEMENTING POLICIES

- E. Locate office park space on freeway frontage to improve views from the freeways, allow visibility for businesses, and minimize the number of residents exposed to freeway noise.
- F. Locate office park space where nearby residential areas can be designed with foreknowledge of the extent of office development.
- G. Establish controls on the amount and timing of office and business park space to be built that ensure compatibility with transportation system capacity.
- H. Discourage plan amendment requests for additional office/business parks until 50 percent of the office/business park square footage in the plan area has been built. Re-evaluate the effectiveness of transportation systems management (TSM) plans and the sufficiency of the funding to provide public services and facilities prior to granting plan amendments for additional office/business park square footage.
- I. Require office and business park projects to maintain high design standards for both freeway and street frontages.
- J. Encourage the provision of child care facilities in office and business parks by exempting such space from allowable floor area calculations and from overlapping parking requirements or providing other incentives.
- K. Limit office and business park development to a maximum of 11,000 square feet per net acre. Encourage lower density of development consistent with the goal of campus like office and business parks with a high percentage of landscape coverage.
- L. Encourage cultural amenities in the office/business parks.
- M. Require each office and business park to establish an overall architectural theme. The intent of the design theme is to provide overall consistency within each park while allowing for and



achieving design diversity between each building and other office/business parks in the plan area.

N. Require hazardous waste management plans as a condition of approval for business parks.

#### OFFICE PARKS

As amended in 1983, the SNCP includes three office parks: Natomas Corporate Center, Gateway Centre, and Metropolitan Center all abutting the I-5 freeway. Together, these will include 160 acres of office development with 2.4 million square feet of floor area and 12,000 employees. Those projects were approved under development agreements between the City and the developers and are not subject to change by the revised community plan unless both City and developer concur.

South Natomas' attractions for office tenants include its existing environment, accessibility and visibility provided by the freeways, proximity to downtown, and availability of multifamily housing.

The Plan includes 4.7 million square feet of office park space. If high design standards are maintained in the office parks, they will add visual interest to South Natomas and will help ensure its long-term quality. Offices will offer close-to-home job opportunities for some residents and will support restaurants that are also a convenience for many residents.

#### Location Principles

- o Freeway frontage is favored because visibility is an advantage to office parks and freeway noise is detrimental to residential sites.
- o Office parks near freeways can minimize office-related travel through residential neighborhoods.
- o Office parks remote from existing residential development avoid diluting established residential character and offer opportunities to design transitions between office and residential uses with the advance knowledge of both designers and occupants.
- o The bands of office park adjoining freeways are limited in depth to provide visibility of all sites from the freeway and to allow the band to extend along the maximum freeway frontage while limiting the amount of office space to reduce traffic capacity demand.
- o Linear office parks avoid the potential for a very large, compact office district that might attract development more desirably located in downtown Sacramento.

#### BUSINESS PARKS

The Plan designates a 45 acre area east of Northgate Boulevard and south of I-80 and a 30 acre site east of Gateway Oaks Drive and south of West El Camino Avenue for business parks. The MRD (Manufacturing, Research and Development) Zone is the appropriate designation.



The Plan limits the amount of business park in the area to those sites currently zoned or developed for this use because ample additional sites are available in the metropolitan area. Although the MRD zone is intended to create a "park-like, nuisance free environment" it would not be suitable in the portions of South Natomas designated as Office park because it would permit manufacturing and distribution activities that are much less compatible with nearby residential development than offices. MRD zoning allows uses that could generate heavy truck traffic and efforts to maintain competitive rents are likely to result in less generous landscaping than in an office park.

#### CULTURAL AMENITIES

To enhance the quality of life within the plan area and the City, office and business park developments are encouraged to include cultural amenities defined as, but not limited to, the following:

1. Artworks that are decorative or functional (paintings, prints, drawings, collages, photographs, frescoes, murals, mosaics, mobiles, fountains, sculpture, works in clay, wood, metal, paper, glass, earth, sonde, fiber, plastics).
2. Exhibition spaces for natural, scientific, historical, cultural or literary objects.
3. Performance space for live theatre events, either exterior or interior.
4. Funds put into a trust to operate ongoing cultural activities (e.g., exhibitions, dance concerts, theatre events, festivals, film/video programs, poetry readings, concerts, etc.).
5. Encouragement of the development of artist's live/work space.







## RETAIL

### SHOPPING CENTERS

#### Guiding Policies

- A. Designate shopping center sizes and locations to maximize convenience and shopper choice, balancing these attributes with protection of the viability of existing commercial development.
- B. Avoid retail development that must attract patrons from outside South Natomas.

#### Implementing Policies

- C. Develop the Northgate Shopping Center and adjoining retail area as a multi-owner community business district serving all of South Natomas.

### HIGHWAY COMMERCIAL

#### Guiding Policy

- A. Provide sites at intervals along I-80 for hotels/motels, restaurants, and service stations catering to the traveling public.

#### Implementing Policies

- B. Designate highway commercial areas at the I-80 interchanges with West El Camino and Northgate Boulevard.

South Natomas has two existing shopping centers and a third is authorized by development agreement:

- o Northgate: (Northgate Boulevard and West El Camino) 12 acres; 80,000 to 170,000 square feet gross floor area with potential additions, including those under construction in 1984.
- o Discovery Plaza: (Truxel Road and West El Camino Avenue) 115,000 square feet.
- o West El Camino, east of the Natomas Main Drain: 28 acres under development agreement; potentially 196,000 square feet.

Because they will have more than 100,000 square feet of floor area, Northgate and the site west of I-5 are classified as community shopping centers in accord with the City's 1983 shopping center standards. Additional neighborhood shopping centers are designated on San Juan Road at Truxel, San Juan Road at Northgate Boulevard, West El Camino Avenue at Truxel Road, and at West El Camino Avenue on the west and east sides of Orchard Lane.



Recently added commercial space adjoining Northgate Shopping Center will help it to meet new competition. As South Natomas' oldest and likely its only multi-ownership business district, Northgate's vitality is essential to the community image and to maintaining the widest variety of stores and services South Natomas can support.

Highway commercial sites are shown on the Plan at the West El Camino - 1-80 and Northgate Boulevard - 1-80 interchanges, allocating a total of 42 acres for motels, service stations, and restaurants serving freeway travelers. Based on the EIR economists' projection of expenditures, South Natomas employees and visitors will support six to nine additional restaurants within 10 years. Highway commercial areas, shopping centers, Northgate Boulevard, and the Riverfront are potential restaurant sites.

The EIR economists believe that within 10 years South Natomas could support one or two hotels catering to business generated from the office projects and to freeway travelers. The Plan envisions motels or smaller hotels without convention facilities, located in the highway commercial areas as appropriate for South Natomas.



## NORTHGATE BOULEVARD SPECIAL PLANNING DISTRICT (SPD)

### GUIDING POLICY

- A. Designate land uses and establish design guidelines that will encourage productive use of the street frontage to the benefit of both the property owners and the community.

### IMPLEMENTING POLICIES

- B. City staff shall evaluate and recommend appropriate land uses for properties within the SPD.
- C. City staff shall recommend development standards addressing streetscape and site design including, but not limited to, landscaping, signage, and the screening of open storage and automotive repair.

The east frontage of Northgate Boulevard adjoining Gardenland consists of parcels presently zoned predominantly C-2 and ranging from 4,500 square feet to an acre in size. In addition to scattered neighborhood-serving stores and restaurants, there are about 20 vacant lots, 20 single-family homes, and half a dozen automotive repair establishments. There is little demand for small sites on a commercial strip and uncertainty about the quality of what might be built next door. The Northgate frontage offers opportunities for tenants that are not suited for most shopping centers or business parks and for small builders, but the interests of the Northgate frontage owners and the community as a whole require a commitment to the same development standards expected elsewhere in South Natomas.

Development policy for the Northgate frontage was debated at community meetings. Property owners expressed a desire to retain the present C-2 zoning, while the planning consultants questioned whether market demand would be sufficient to attract development that would be an asset to the community. Current asking prices for vacant land in the 45 per square foot range would result in \$6,000 land cost per unit per acre -- an acceptable cost, but apartments would be built only if there were assurance that bars or auto-body shops would not be next door.

The City Council requested a re-evaluation of appropriate land use designations along the east side of Northgate Boulevard south of Patio Avenue to the halfblock south of Haggin Avenue and the drafting of development guidelines to improve the appearance of the Special Planning District from Patio Avenue to the Levee.











## FONG RANCH SPECIAL PLANNING AREA

### GUIDING POLICY

- A. Designate the Fong Ranch project site as a special study area to allow for re-evaluation of land uses for the property in light of development of the surrounding area, the effectiveness of transportation systems management programs, and the possible route of light rail once construction of the I-80/Truxel Road interchange has been initiated.

### IMPLEMENTING POLICY

- B. At the request of the property owners, re-evaluate the appropriate land uses for the subject site after construction of the I-80/Truxel Road interchange is initiated.

The project site is designated as a special study area with the residential and park land uses depicted on the Community Plan Map. It is recognized that once the construction of the Interstate 80/Truxel Road interchange is initiated, the City will be better able to determine the appropriate land uses for the subject site. The effect of the special study area designation is to permit the evaluation of land uses for the site in light of development of the surrounding area, the effectiveness of transportation systems management programs and the possible route of light rail.







## TRANSPORTATION

### TRAFFIC AND TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

#### Guiding Policy

- A. Limit development intensity in South Natomas as necessary to maintain traffic volumes at or below 80 percent of capacity, taking account of 20-year development potential both in South Natomas and North of I-80.
- B. If necessary to maintain LOS C, make authorization for each development site in office/business parks contingent upon achieving 20 percent or greater peak hour vehicle trip reduction resulting from TSM.

#### Implementing Policies

- C. Zoning changes or development agreements authorizing additional office/business park area shown on the Plan shall await demonstration that traffic capacity sufficient to maintain not less than LOS C will be available.
- D. Prepare a long-range plan for the area north of I-80 that considers directional travel demand created by office parks designated on the South Natomas Plan.
- E. Construct the following street improvements, which will bring the South Natomas street system to its maximum feasible capacity:
  1. West El Camino widened to six lanes west of Reiner (east of Truxel Road) except at the I-5 overcrossing where a four-lane bridge will remain.
  2. Garden Highway widened to four lanes east of Gateway Oaks Drive.
  3. San Juan Road (four lanes) realigned to connect to realigned Silver Eagle Road east of Northgate Boulevard.
  4. Full interchange at Truxel Road and I-80.
  5. New major street parallel to I-80 between Truxel Road and Northgate Boulevard.
  6. New loop road connecting Orchard Lane and Gateway Oaks Drive north of West El Camino.
  7. A connection between Orchard Lane and Gateway Oaks Drive north of the Garden Highway.
  8. A connection between Azevedo Drive and Garden Highway.
  9. Garden Highway and Arden Way connector road to allow for direct east-west travel between South Natomas and areas to the east.



10. Northgate Boulevard widened to four lanes along entire length.
11. Truxel Road as major street between I-80 and the Garden Highway.

F. City staff under the guidance of a TSM Task Force, shall prepare a transportation systems management (TSM) program to reduce peak hour traffic generated by office and business parks in South Natomas by a minimum 20 percent.

G. To discourage further deterioration of regional air quality, encourage South Natomas office/business park developers and employer tenants to work with the Sacramento County Air Pollution Control District to develop a mitigation program consisting of new traffic and air quality mitigation measures not already identified in the South Natomas Community Plan and Environmental Impact Report.

Traffic capacity has long been recognized as a severe constraint on the potential intensity of development in South Natomas. While the area is bounded and bisected by two interstates, only three full interchanges -- at I-5 and Garden Highway and at I-80 and West El Camino Avenue and Northgate Boulevard -- exist. At plan buildout, it is estimated that the I-80/Truxel interchange will be a complete interchange. However, based on CalTrans standards, it is unlikely that the I-5/West El Camino interchange will be improved to serve as a complete interchange. Northgate Boulevard to Route 160 is subject to periodic flooding during winter months.

In order to attain traffic LOS C or better in South Natomas and to mitigate deteriorating air quality in the region, a minimum 20 percent reduction in peak hour trips via transportation systems management programs shall be required of office and business park developments. Prior to recommendation of a TSM implementation program for City Council approval, staff, under the guidance of a TSM Task Force, shall consider at a minimum, trip reduction facilities (e.g., parking reductions, required facilities, and contributions toward shuttle programs), trip reduction services (e.g., TSM Coordinator), administration (e.g., establishing of a South Natomas Business Association), monitoring (e.g., provision of funds by property owners and employer tenants to monitor the TSM program), enforcement (e.g., fines for non-compliance), and additional incentives.

## TRANSIT

### Guiding Policy

- A. Maintain continuing evaluation of appropriate role of transit in meeting South Natomas' transportation needs, taking account of rate of development and sources of transit financing.

### Implementation Policies

- B. Applicants for office/business park projects shall consider transit alternatives in preparing transportation system management plans. TSM plans may require contracts with Regional Transit or a private transit supplier, directly, or through the TSM Association for South Natomas, to provide additional transit service as needed to meet traffic flow and air quality goals of this plan.



- C. Require, as a condition of development approval, construction of bus shelters, bus turnouts and related facilities at locations recommended by Regional Transit (RT) and a letter from RT verifying that the applicant has consulted with RT on the impacts of development design on transit efficiency and effectiveness in serving the site.
- D. Increase resident-oriented transit service to downtown when additional transit support funds become available or shifts in comparative cost and convenience of auto use make transit competitive.
- E. Amend the South Natomas Community Plan within 6 months of the date of adoption to reflect the light rail alignment to serve South Natomas.

The Regional Transit District of Sacramento (RT) currently has three bus routes serving South Natomas. The 1978 SNCP sought higher residential densities, in part, as a means of supporting more transit use. Current RT policy allows service extensions only with local subsidy support, so evidence indicating whether more service would increase the share of transit trips significantly will not be available soon.

Transit subsidies might be obtained as a condition of approval of business parks, but service provided would be oriented to South Natomas workplaces, although the strongest transit potential in South Natomas is serving residents who are employed downtown. Ridership would increase if transit service were more frequent with more routes and higher downtown parking rates were higher. The Plan will result in residential densities sufficient to support high transit usage by downtown employees if service is seen as almost as convenient as driving and much less costly.

Light rail transit is being developed as an alternative mode of transportation within the Sacramento Region. The initial core segments to be completed extend along the I-80 and the Highway 50 corridors. The potential development of the Natomas LRT line would serve South Natomas. During the course of the hearings on the Plan, four alternative alignments were being evaluated by Regional Transit staff: 1) Northgate Boulevard, 2) Northgate Boulevard to Garden Highway/West El Camino Avenue to Truxel Road, 3) the north-south power line easement, and 4) the west side of I-5. In November 1985, the Regional Transit Board identified an alignment west of I-5 along the I-5 Scenic Corridor as the preferred light rail route. It is recommended that the SNCP be amended at the time of adoption of the light rail alignment to serve South Natomas.

#### BICYCLE ROUTES

##### Guiding Policy

- A. Provide a system of on-street bicycle routes for bicycle commuters and attractive off-street bicycle paths for recreational bicyclists.

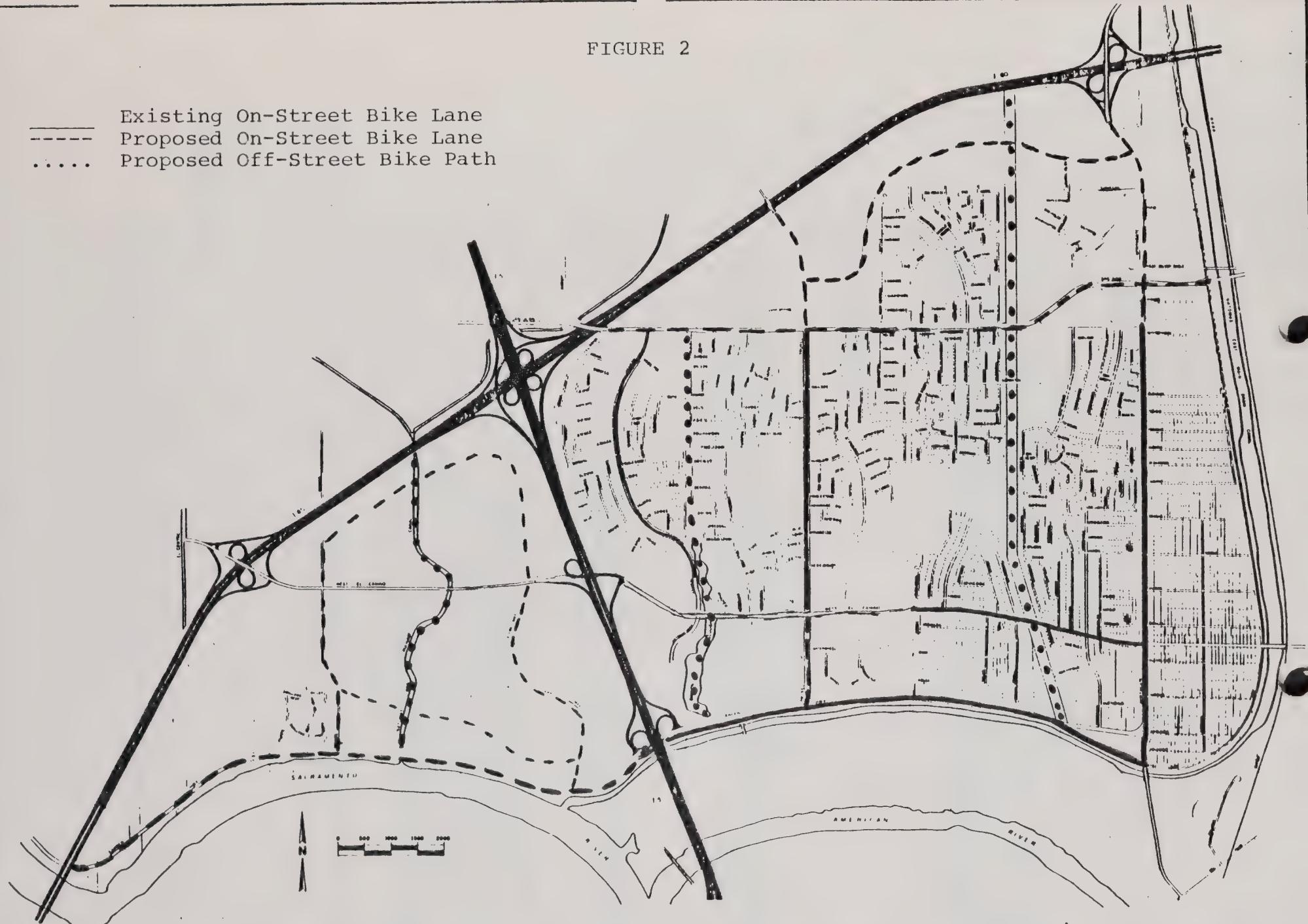
##### Implementing Policies

- B. Provide on-street signed and striped bikepath on designated major streets as shown in Figure 2.



FIGURE 2

— Existing On-Street Bike Lane  
- - - Proposed On-Street Bike Lane  
.... Proposed Off-Street Bike Path





C. Provide off-street bikeways on the following routes:

- o Bannon Slough from San Juan Road to Discovery Park.
- o Main Drainage Canal from I-80 to Garden Highway and along Garden Highway to Discovery Park.
- o Power line right-of-way from I-80 to Garden Highway.

Two types of bicycle riders may be distinguished: those using bicycles as transportation who will ride with vehicular traffic on the fastest, most direct route; and recreational riders who shun automobile traffic. The Draft Plan accommodates both groups by adding paths in open space corridors primarily serving other purposes. The only existing off-street bikeway is along the American River.

#### FREEWAY LANDSCAPED CORRIDOR

##### Guiding Policy

A. Provide a landscaped corridor adjoining both sides of I-5 Freeway through South Natomas to mark an important entryway to the City and to provide protection from freeway nuisance for adjoining residential development.

##### Implementing Policies

B. A landscaped corridor varying between 30 and 100 feet from the outer edge of the Caltrans right-of-way shall be installed and maintained pursuant to 1982 development agreements with the City.

C. Continuous undulating masonry walls will be required to achieve noise attenuation for adjacent residential development. It is necessary for the wall to be at least eight feet in height where it is farthest from the freeway and 10 feet in height closest to the freeway. This will reduce the exterior noise level outside of the corridor to at least LDN 68. A combination vertical wall and earthen berm is considered the most desirable construction design for barriers in excess of eight feet in height.

Agreements negotiated over the last decade ensure that a 17-acre landscaped corridor will provide a park-like northern entrance to Sacramento.

#### FINANCING

##### Guiding Policy

A. Identify a funding mechanism(s) to assist in financing transportation improvements needed to serve the community plan area and to mitigate the impacts of development.



### Implementing Policy

- B. Establish a Facility Benefit Assessment District (FBAD), assessing both undeveloped residential and non-residential developments, to fund needed infrastructure.

The South Natomas Community Plan and EIR identify transportation improvements which are needed to both serve the needs of the community and to mitigate the impacts of development. The identified projects are essentially the same as those identified in previous reports. Partial funding for these improvements was provided in the previously approved development agreements, however, the ability to provide these traffic mitigation related projects was diminished by the allocation of a significant portion of those funds to community enhancement projects.

The current deficit in street improvement funding exceeds 15 million dollars when all anticipated funding sources are included. Not all of those needs can be met.

An FBA process allows the City to fund needed infrastructure through charges to all undeveloped properties. The process parallels the methods used in establishing a normal assessment district with two key exceptions. First, the process can be initiated without a petition. Second, the process results in a property lien to be paid when the property develops. It does not result in a bond sale with annual bond payments. The charges are based on a relative benefit realized by the development depending upon the land use.

To implement an FBA, the Council will need to adopt both an enabling ordinance and a specific South Natomas FBA. The ordinance will describe the actual mechanics of the FBA.

It is proposed that all unbuilt residential and non-residential developments be included in the FBA, with the exception of those properties included in development agreements. (The City cannot require the properties covered by development agreements to participate in an FBA.) Developed properties are also excluded. This approach does not allow charges to fully developed properties.

Appendix B-1 shows the estimated cost of suggested improvements to be funded by the FBA. They total 13 million dollars after contributions by other fund sources are considered. Appendix B-2 shows other South Natomas costs and fund sources.

The exact capital improvements and costs will be identified and developed during the detailed analysis of both project costs and unbuilt residential and non-residential development. The analysis is necessary to establish the South Natomas FBA.



## PUBLIC FACILITIES

### SCHOOLS

#### Guiding Policy

- A. Designate school sites needed for projected enrollment at full development.

Three elementary school districts and one high school district serve South Natomas. Figure 3 shows existing and reserved sites in the North Sacramento, Del Paso Heights, Natomas Union and Grant Joint Union High School districts. Table 5 summarizes data on existing schools. There are no existing schools or sites in district ownership in South Natomas west of I-5.

North Sacramento School District: Maintains two K-6 schools, Hazel B. Strauch and Althea Smythe. As there is limited land available for development in the schools' attendance areas, enrollment is not expected to increase by more than 200 and could be accommodated at the existing sites.

Del Paso Heights School District: Owns Garden Valley School and an undeveloped school site at Bridgeford and Chuckwagon. Most of the district is east of South Natomas. Approximately 85 percent of Del Paso Heights School District students are from low-income and white. As many as 100 students in the Garden Valley School attendance area do not attend Del Paso schools. Garden Valley School was closed in 1982 due to declining enrollment and is now leased to the Los Rios Junior College District for adult education classes. About 30 students are currently bused to Del Paso schools.

With single-family development planned for the area surrounding Garden Valley, the District has made tentative plans to reopen the school in the fall of 1985, using voluntary impact fees paid by two developers. The reopening is likely to be gradual, with only a few classrooms operating at first. With the school open, there is hope that more homes can be sold and enrollment will grow.

Some South Natomas residents have attempted to have school district boundaries changed to include the Del Paso portion of South Natomas in the Natomas Union School District. Reorganization efforts have been unsuccessful, and Del Paso District officials believe a more likely change would be consolidation of elementary school districts within the Grant Joint Union High School District.

The plan shows a K-6 school on the Bridgeford site.

Natomas Union School District: Serves the entire portion of South Natomas west of I-5 and half of the eastern area. Currently, the District operates American Lakes School (K-5) while sixth through eighth grade students attend rural Natomas Union School, northwest of South Natomas. American Lakes School recently doubled its capacity to 660 students, but Natomas Union is not suitable for expansion.

The District anticipates 521 "unhoused" students by 1986, and additional students will be generated by anticipated residential development. The District owns no undeveloped sites, but sites on Millcreek and Pebblewood have been designated on approved subdivision maps. Natomas Union is an impacted district, with mandatory fees from developers funding the expansion of



FIGURE 3

FIGURE 3: EXISTING AND RESERVED SCHOOL AND PARK SITES

SCHOOLS

- \* Existing School
- + Site Owned by School District
- Site Reserved for School Use

PARKS

- P Existing Park
- P Undeveloped Park Site
- ..... Proposed Parkway

Steyney-Dyett, Urban and Regional Planners

0 2000'



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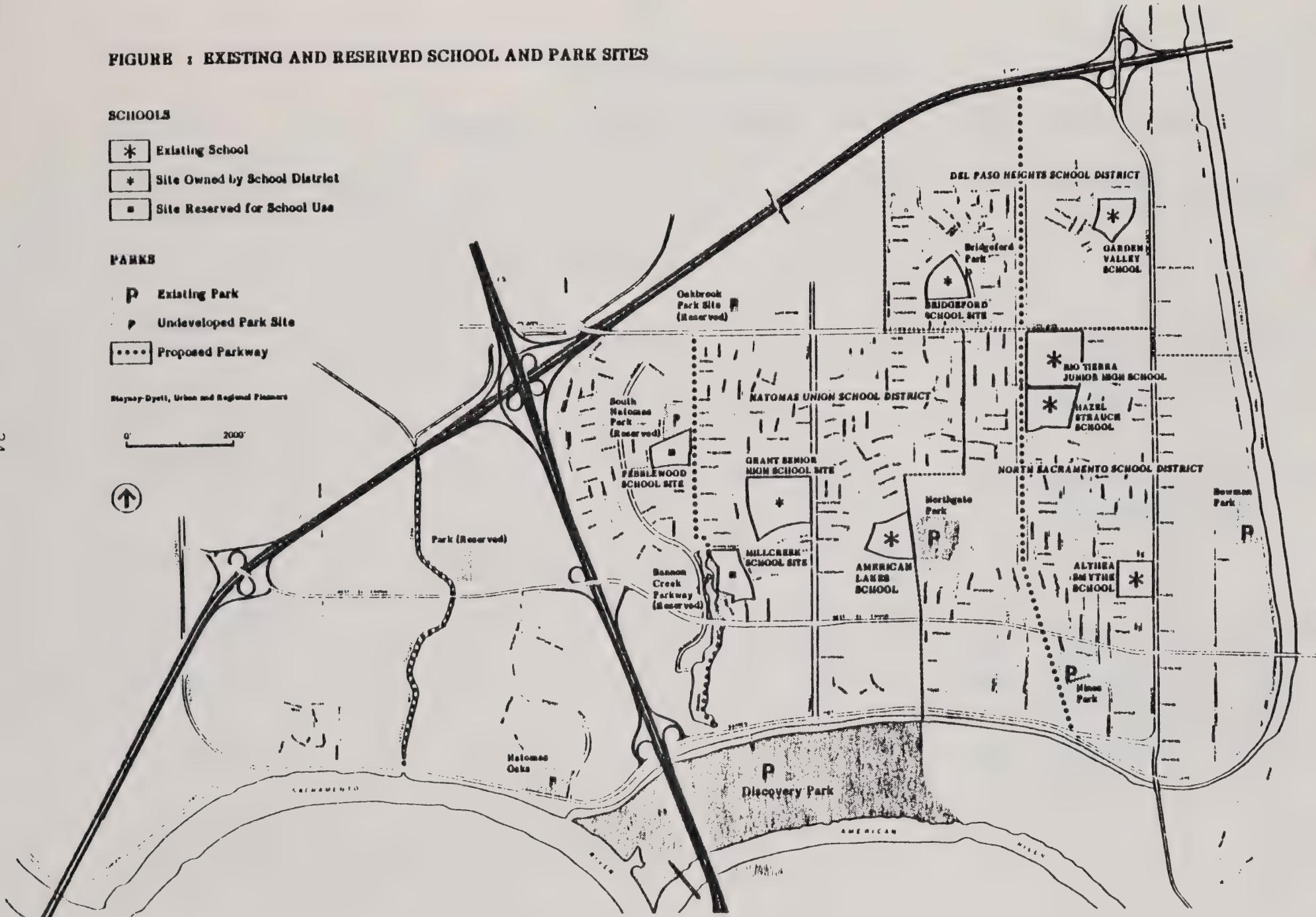




TABLE 5

## SOUTH NATOMAS SCHOOL DISTRICT DATA

<u>School District</u>	<u>Grade Level</u>	<u>1983-84 Enrollment</u>	<u>Permanent Classrooms</u>	<u>Portable Classrooms</u>	<u>1983-84 Capacity</u>	<u>Enrollment Trends</u>
<b>1. Del Paso Heights</b>						
Garden Valley (Currently utilized by Los Rios for Adult Education Center)	K-6	0	7	0	210	Closed in 1982 due to declining enrollment. May reopen as elementary in 1985-86.
Daytime	Adult Education	154 (all classes)				
Nighttime	Adult Education	525 (all classes)				
<b>2. North Sacramento</b>						
Hazel B. Strauch	K-8	399	13	2	420	Long-term decline reversed in 1982. Only modest growth projected.
Althea Smythe	K-8	502	11	7	504	Same. Enrollment increase 1983-84 was greater.
<b>3. Natomas Union</b>						
Natomas Union	6-8	141	5	3	175	Rapid enrollment increases due to growth east of I-5 expected to continue, resulting in shortage of available facilities and sites.
American Lakes	K-5	354	0	16	350	
<b>4. Grant Joint Union</b>						
Rio Tierra Jr. High	7-9	668	33	0	943*- 1,100**	Long-term decline reversed in 1983-84. Moderate growth projected.
Grant Senior High	10-12	1,019	60	0	1,240*- 1,350**	Moderate growth 1972-82 reversed by slight decline in current school year. Moderate/sustained growth through year 2000. (S. Natomas)
Rio Linda Senior High	9-12	1,370	68	1	1,642*- 1,915**	Long-term decline reversed 1982-83. Moderate/sustained growth through year 2000. (S. Natomas)

\*Optimum enrollment — capacity of facilities that should be used.

\*\*Maximum utilization of all facilities — not realistic in terms of educational policy.



facilities. The District's initial impaction plan resulted in increasing the number of portables on the American Lakes site and seeks to acquire the Pebblewood site and develop it with portable classrooms.

Projected Natomas Union students east of I-5 will fill three K-6 schools -- American Lakes, and schools on the Pebblewood and Millcreek sites. The District, which earlier thought the Millcreek site would not be needed, has recently informed the owner that it should be reserved for school use. 7-8 students living east of I-5 will be served by the junior high school designated west of I-5.

On the west side of I-5, the projected housing units will generate K-8 students requiring two elementary schools and one junior high school. Already approved projects make spacing of these schools difficult, but the maximum walking distance will be less than one mile.

Grant Joint Union High School District: includes all of South Natomas. Rio Teirra Junior High (7-9) serves students from the Del Paso and North Sacramento districts, who are bused to Grant High School for grades 10-12. Natomas Union students are bused to Rio Linda Senior High for grades 9-12. The Grant School District owns an undeveloped site on Truxel Road and currently expects to construct a high school for 1,200 students by 1994. A new high school of this size will accommodate about half of all South Natomas high school students at build-out.

## PARKS

### Guiding Policies

- A. Plan the South Natomas park system to serve anticipated population holding capacity in order to reserve the most desirable sites.
- B. Locate new community parks on highly visible sites where they will make contributions to community form and quality. These parks should extend the Sacramento identity established by McKinley Park and other parks seen from thoroughfares to South Natomas, preventing it from becoming a slice of the standardized "walled" City common in California metropolitan areas.
- C. Locate new neighborhood parks adjoining elementary schools, allow combination City-school parks.
- D. Park acreage in South Natomas shall meet the City standard of five acres per thousand population.

### Implementing Policies

- E. Use the Parkland Dedication Ordinance exactions (land or in lieu fees) collected as a condition of approval of residential development in South Natomas to acquire and improve South Natomas parks.
- F. Where park financing obligations of a proposed residential development exceed the value of park land needed within the project, collect in lieu fees to be used for acquisition and development of designated South Natomas community parks.



South Natomas has three developed parks owned by the City: Northgate Park, a community park; and two neighborhood parks, Ninos and Gardenland (Bowman) totaling 25 acres. Natomas Oaks Park (11 acres) at Garden Highway and Gateway Oaks Drive was dedicated in 1984 and FIVE other sites are reserved -- Bannon Creek, Pebblewood, Bridgeford, Oakbrook (half) South Natomas and East Natomas (on Capitol Business Park site) -- totaling 36.5 acres. The remaining park sites designated by the 1984 Parks Master Plan (other than portions of existing school sites or right-of-way), is half of Oakbrook Park. The additional acres of parkland listed on Table 6 are portions of school sites, public right-of-way or power line right-of-way, some developed, some not.

Park Standards: Allocation of park acreage is based on standards established in the 1984 Master Plan for Park Facilities and Recreation Services of the Sacramento Department of Parks and Community Services. The Master Plan includes three categories of parks relevant to South Natomas.

Neighborhood Parks: Developed to serve the recreation needs of a small portion of the City, serving an area within a half-mile radius. Neighborhood parks are often situated adjacent to elementary schools, their size is generally from two to 10 acres. The standard for neighborhood parks is 2.5 acres per thousand residents. Improvements may include landscaping, a tot lot, children's play structures, and an unlighted sports field or court.

Community Parks: Developed primarily to meet the requirements of a large portion of the City, are six to 60 acres in size, serving an area within a three-mile radius. The standard for community parks is 2.5 acres per thousand residents of the City. In addition to neighborhood park elements, a community park might have restrooms, large landscaped areas, a community center, swimming pool, lighted sports fields, and specialized equipment.

City Parkways: Are linear parks or closely interconnected systems of City or school parks located along a roadway, waterway, bikeway or other common corridor. City parkways are a type of community park.

These definitions establish an overall standard of five acres of park per thousand residents. In addition to neighborhood and community parks and City parkways, school parks and 20 acres of regional park are counted toward the acreage standard. School parks are defined as land owned by a school district and designated under special agreement with the Department of Parks and Community Services for joint development, operation, or maintenance by both agencies to meet general public and school recreation needs. The Plan drawing uses a circle to indicate a school park where a specific portion of the school site has not been designated. Table 6 lists existing and designated South Natomas parks.

Park Site Selection: Much of urban California built during the last 20 years is hidden by masonry walls adjoining major streets. This is a threat in South Natomas. Older portions of Sacramento demonstrate how visible parks can contribute to neighborhood variety, identity, and quality. South Natomas' major streets need the views of trees and grass such as are provided by McKinley Park, Land Park and others. A "hidden" community park, such as Northgate Park, does only half the job, and its lights and activity are apt to disturb people who live next door. The Plan proposes two 30-acre community parks -- one at the northeast corner of San Juan and Truxel Roads and one on the south side of Rosin Boulevard west of Northgate Boulevard -- and a 20-acre community park located east of Orchard Lane and south of West El Camino



TABLE 6

**SOUTH NATOMAS COMMUNITY PLAN  
PARK ACREAGE**

	<u>TOTAL ACRES</u>
American Lakes School Park	7.00
Bannon Creek Parkway	23.72
Bannon Creek Parkway	2.70
Chuckwagon School Park/Bridgeford	5.00
Discovery Park	20.00
East Natomas Park	11.50
El Centro/Garden Highway	5.00
Garden Valley Park	3.00
Gardenland Park	6.04
High School	5.00
Main Canal Park	16.50
Natomas Oaks Park	12.54
Ninos Park	3.81
Ninos Parkway	28.30
Northgate Park	15.43
Oakbrook Park	2.00
Oakbrook Park Extension	2.00
Pebblewood School Park	5.00
Power Line ROW South of I-80	30.00
Rio Tierra School Park	10.00
Sagemill School Park	5.00
San Juan Road/Truxel Road	30.00
South Natomas Park	6.15
Strauch School Park	6.00
West El Camino/Orchard Lane	20.00
West El Camino/Truxel Road	5.00
 TOTAL	 286.7



Avenue. The edges of these parks adjoining major streets would be less usable than edges of secluded parks, but the visual amenity and resulting contribution to South Natomas property values offset this disadvantage.

## LIBRARY

### Guiding Policy

- A. Provide a public library where it will attract the heaviest patronage from all segments of the South Natomas community.

### Implementing Policies

- B. Locate the library in or adjoining a commercial area, because such locations have proven most successful.
- C. Give preference to a West El Camino/Truxel location because the site would be centrally located within the plan area.

Currently, there is no public library in South Natomas. The May 1984 revisions to the Sacramento Public Library Master Plan recommend construction of a South Natomas library.

According to library staff, the most successful of the City's libraries are on busy streets in commercial areas. Branches in busy shopping centers are preferred to branches in residential neighborhoods. A 12,000 square foot branch library with public meeting room would require a site of approximately 2.5 acres with 100 parking spaces.

The Plan designates an already acquired site at Truxel Road and West El Camino Avenue near a neighborhood shopping center for a library. The site is centrally located within the Plan area.

## HOSPITALS

### Guiding Policy

- A. Evaluate hospital proposals considering capacity, convenience to population served, impacts on adjoining uses, and need as indicated by current trends in the health care industry.

### Implementing Policies

- B. Approve the proposed Community Hospital on Northgate Boulevard because it would serve both South Natomas and North Sacramento and would replace an existing hospital that may not be viable at its current site.
- C. If proposed Community Hospital is not built, delete hospital designation on the west side of Northgate Boulevard, north of San Juan Road, substituting medium high density residential.

Health care planning for the Sacramento area currently is the responsibility of the Golden Empire Health Systems Agency, pursuant to federal and state legislation. The agency identifies a need for only 41 additional hospital



beds in the area by 1990 and recommends against proposals to provide beds in excess of those needed. The Plan shows Community Hospital on Northgate and at San Juan Road in accord with its application to relocate 100 beds from its obsolete facility in North Sacramento. The new location would serve both South Natomas and North Sacramento and would be accessible to the older population of both communities.

#### FINANCING

##### Guiding Policy

- A. Identify a funding mechanism to finance public facilities to serve the community plan area.

##### Implementing Policy

- B. Establish a Facility Benefit Assessment District (FBAD), assessing both undeveloped residential and non-residential developments, to fund needed public facilities including a fire station and a library.

Refer to the discussion of facilities benefit assessment districts in the Transportation Element of the Plan.



## IMPLEMENTATION

ACTION	RESPONSIBLE AGENCY	TIME FRAME
<b><u>LAND USE</u></b>		
1. Implement the Land Use Plan by adopting zoning changes.	Planning Commission/ City Council	1
<b><u>NORTHGATE BOULEVARD SPECIAL PLANNING DISTRICT (SPD)</u></b>		
1. Work with the property owners and the community to recommend to the City Council for adoption appropriate land uses and development guidelines in the SPD.	Planning Division	1
<b><u>FONG RANCH SPECIAL PLANNING AREA</u></b>		
1. Re-evaluate appropriate land uses for the project site subsequent to the time of commencement of the construction of the I-80/Truxel interchange at the request of the property owner(s).	Planning Division	?
<b><u>TRANSPORTATION</u></b>		
1. Adopt a Facilities Benefit Assessment District Enabling Ordinance	City Attorney/City Council	1
2. Adopt the South Natomas Facilities Benefit Assessment District to Assist in financing public facilities and infrastructure.	City Attorney/Department of Public Works/City Council	1
3. Appoint a citizens task force to guide the development of a transportation systems management program.	Department of Public Works/City Council	1
4. Adopt a transportation systems management program to reduce office/business park peak hour vehicle trips by at least 20 percent.	Department of Public Works/City Planning Commission/City Council	1
5. Amend the SNCP to designate a light rail alignment to serve South Natomas.	Regional Transit/City Planning Commission/City Council	1

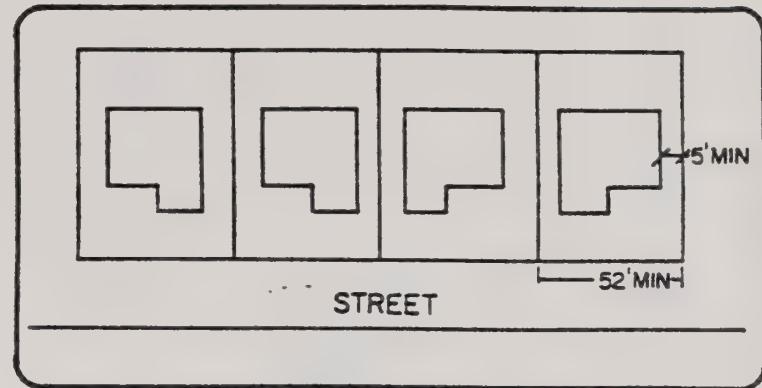
<sup>1</sup> Within one year of adoption of the Plan.



# APPENDIX A VARIOUS TYPES OF HOUSING

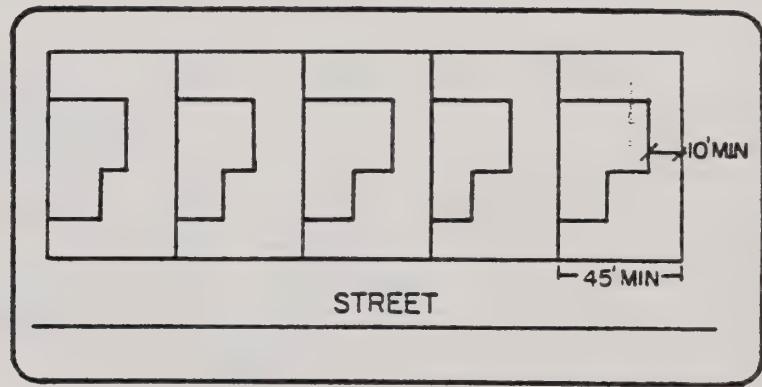
## Single Family Detached

- One House (unit) per Lot
- Each House and Lot Individually Owned
- Conventional Building Setbacks from Front, Rear and Side Property Lines



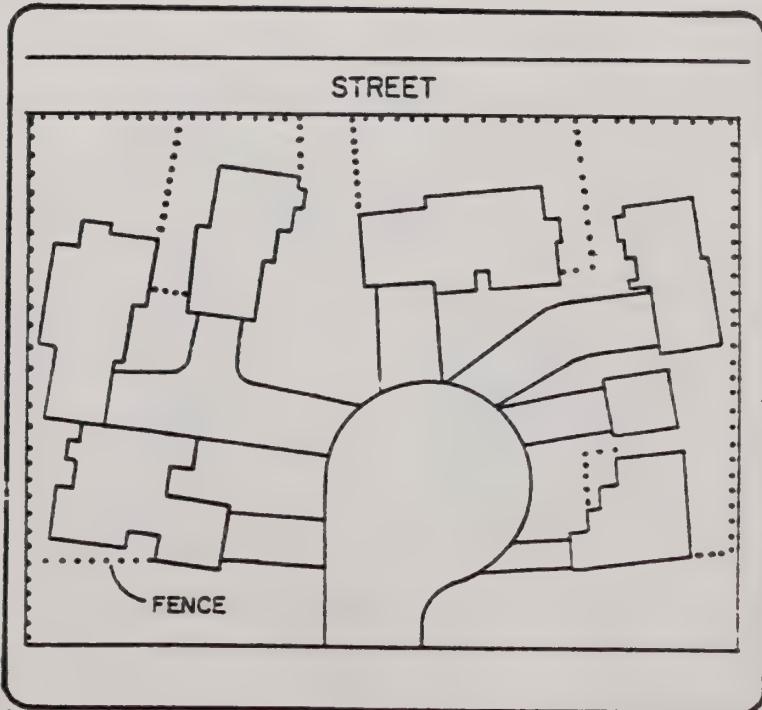
## Single Family-Zero Lot Line

- One House (unit) per lot
- Each House and Lot Individually Owned
- Zero Setback on One Side of All Lots Leaving Yard on Three Sides of House
- Permits more Useable Sideyard, Smaller Lots and Units, and thus Greater Overall Unit Density



## Single Family- Patio Homes

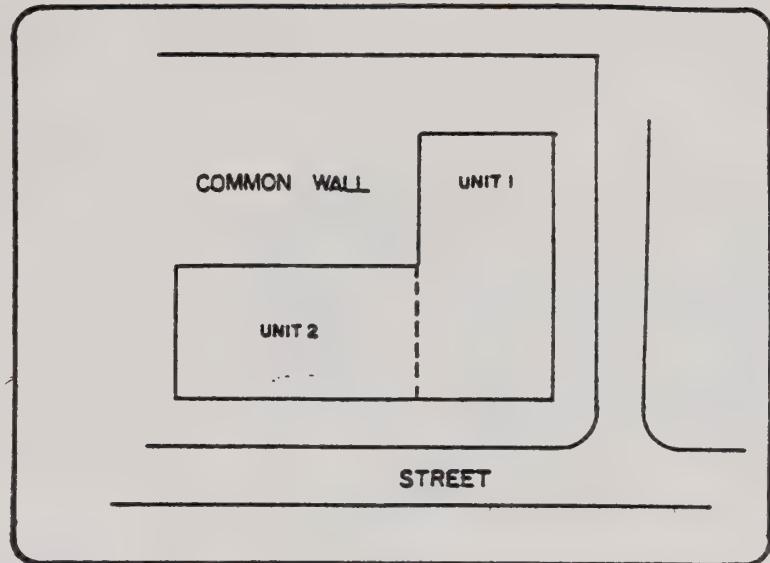
- One House (unit) per Lot
- Each House and Lot Individually Owned
- Flexible Building Setbacks, Building Orientation and Lot Sizes
- Emphasis on Creating Gardens and Patios through Use of Fences and Screening
- Sometimes a Development includes Common Open Spaces Owned by All Residents under a Home Owners Association





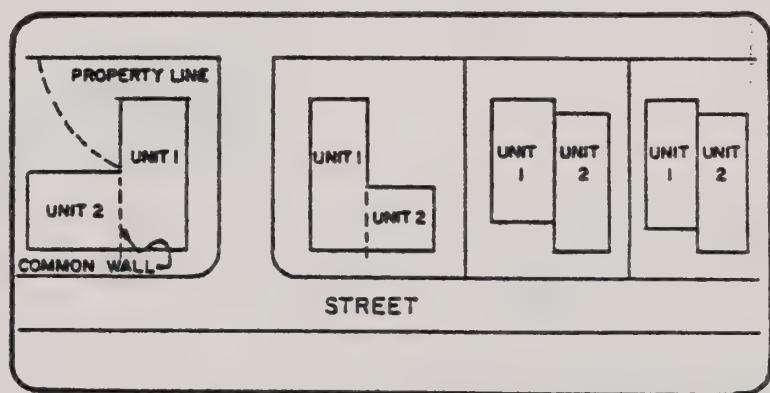
## Duplex

- Two Units per Lot
- Single Ownership of both Units and Lot
- Conventional Building Setbacks, Rear and Side Yards Separate for Each Unit
- A Common Wall Between Units
- Often Located on Corner Lots



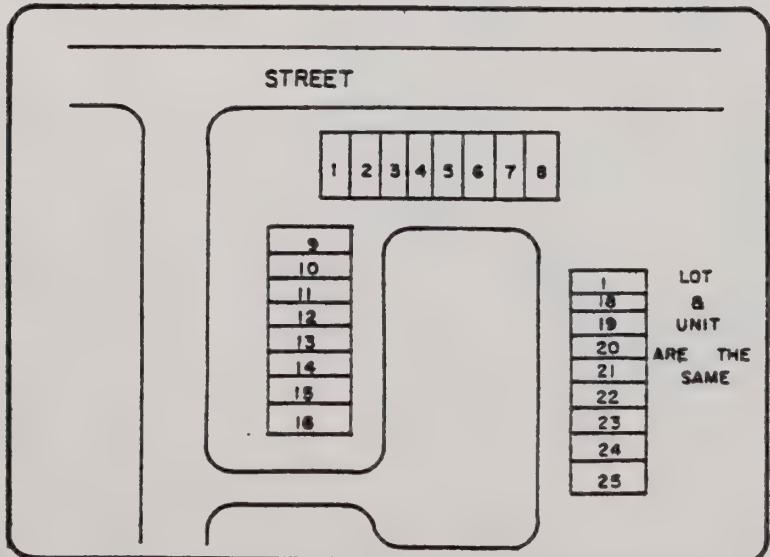
## Half-Plex

- One House (unit) per Lot
- Each House and Lot Individually Owned
- Conventional Building Setbacks, Rear and Side Yards Separate for Each Unit
- A Common Wall Between Units. The Wall is also Located on the Property Line.



## Townhouse- Condominium

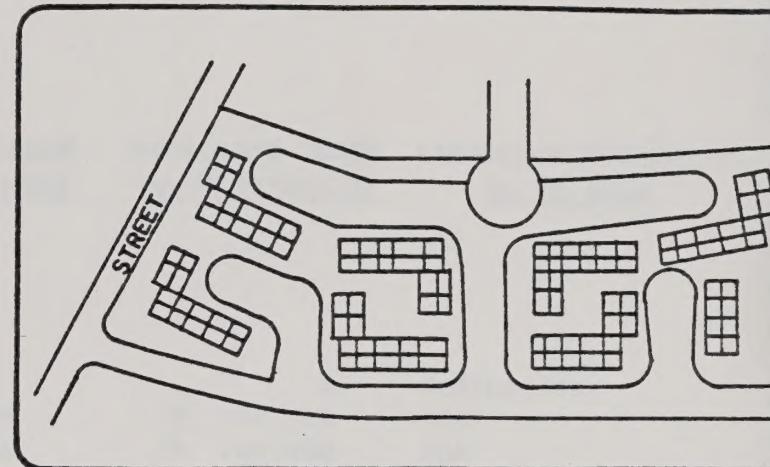
- A Housing Style with each Unit having Two Stories and Usually Attached with Other Units by Common Walls
- Each Unit and Lot Individually Owned
- Usually includes Common Open Spaces Owned by All Residents under a Home Owners Association





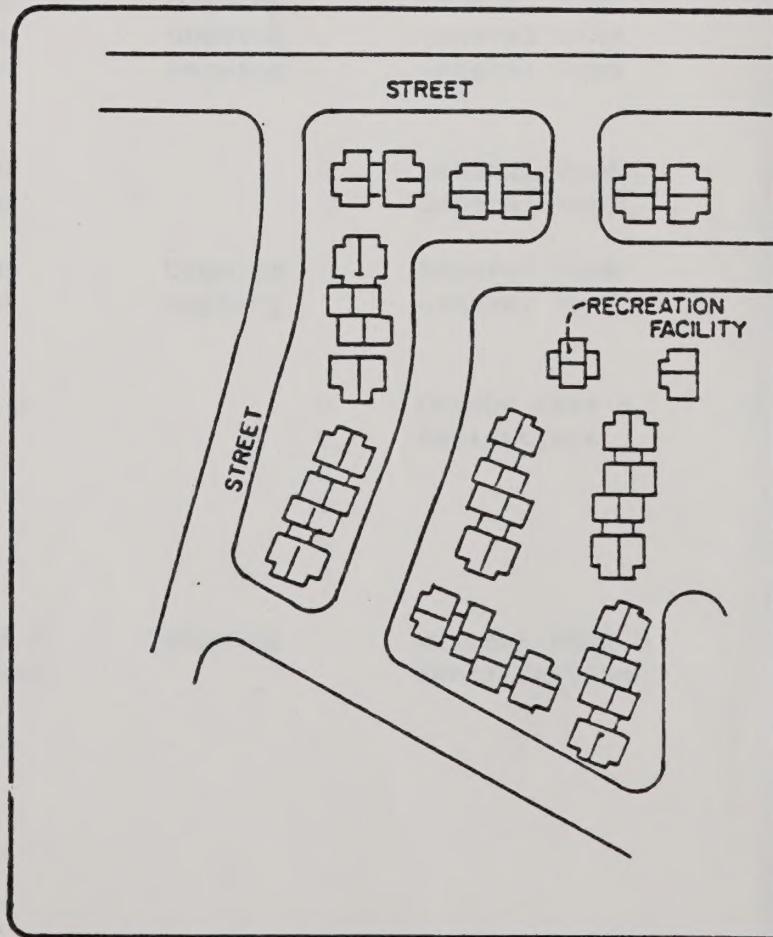
## Conventional Apartment

- Rental Units Grouped within Buildings which are Usually Two or More Stories in Height
- Each Unit Usually Takes Up One Floor. Hence Separate Units are Available on Each Level of the Building
- Single Ownership of All Units and Land
- Common Walls Between Units
- Higher Density which Generally Means Less Emphasis on Landscaping and Recreational Facilities



## Air Space Condominium/ Garden Apartments

- Units are Grouped within Buildings which are Two or More Stories in Height
- Each Unit takes up only One Floor, hence Separate Units Are Available on Each Level of the Building
- Common Walls between Units
- Greater Emphasis on Landscaping and Providing Amenities such as Recreational Facilities
- Condominiums- Each Unit Individually Owned but All Land Beneath Units and Surrounding Area Owned in Common
- Apartments- Single Ownership of All Units and Land and Units are Rented. Usually Less Dense than Conventional Apartments





## OTHER COMMUNITY-LEVEL IMPROVEMENTS

<u>ITEM</u>	<u>TO BE FUNDED CAPITAL AND M &amp; O COSTS</u>	<u>IDENTIFIED REVENUES OR FUNDING SOURCES</u>	<u>REMAINING COSTS TO BE FINANCED</u>	<u>FINANCING MECHANISM TO BE USED</u>
<b><u>LIBRARY</u></b>				
<b>CAPITAL COSTS</b>				
Land	0	Dedication	0	Dedication
Community Library	\$ 1,750,000	None to Date	\$ 1,750,000	FBA
Base Collection	\$ 750,000	None to Date	\$ 750,000	FBA
<b>OPERATING COSTS</b>				
Staffing	\$ 350,000	General Fund	Ongoing	General Fund
Collection Additions	\$ 93,750	General Fund	Ongoing	General Fund
Operating	\$ 27,200	General Fund	Ongoing	General Fund
<b><u>FIRE</u></b>				
<b>CAPITAL COSTS</b>				
Land	0	Dedication	0	Dedication
Fire Station	\$ 1,100,000	None to Date	\$ 1,100,000	FBA
Ladder Truck	\$ 375,000	None to Date	\$ 375,000	Not Identified
Hazmat Unit	0	Drop from list	0	General Fund
<b>OPERATING COSTS</b>				
Personnel	\$ 600,859	General Fund	Ongoing	General Fund
Other Services	\$ 21,461	General Fund	Ongoing	General Fund
Apparatus Maint.	\$ 11,766	General Fund	Ongoing	General Fund
<b><u>POLICE</u></b>				
<b>CAPITAL COSTS</b>				
Supplies Serv Eqip	\$ 3,258,500	General Fund	0	General Fund
Ind/Crime Training	\$ 5,000	General Fund	0	General Fund
<b>OPERATING COSTS</b>				
Staff(133 officers)	\$ 6,517,000	General Fund	Ongoing	General Fund
Support Personnel	\$ 3,258,500	General Fund	Ongoing	General Fund
<b><u>PARKS</u></b>				
<b>CAPITAL COSTS</b>				
Acquisition	\$ 9,061,000	Quimby Fees & Dedications	0	Quimby Fees & Dedications
Basic Development	\$ 9,264,000	" "	0	" "
Rec'n Elmt.-1 per	\$ 1,350,000	" "	0	" "
Rec'n Elmt.-1 per	\$ 1,350,000	" "	0	" "
Land Acq Opp Fund	\$ 2,600,000	" "	0	" "
Comm'ty Cntr	\$ 5,000,000	" "	0	" "
<b>OPERATING COSTS</b>				
Operation & Maint.	UNKNOWN	General Fund & Parks Revenues	Ongoing	General Fund & Parks Revenues

U.C. BERKELEY LIBRARIES



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